

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CEN11FA075		Aircraft Registration Number: N314DP	
		Occurrence Date: 11/17/2010		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Oklahoma City	State OK	Zip Code 73008	Local Time 2130	Time Zone CST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Hawker-Beechcraft Corporation		Model/Series A36		Type of Aircraft Airplane	
Revenue Sightseeing Flight:			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident: *** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. *** HISTORY OF FLIGHT On November 17, 2010, about 2130 central standard time, a single-engine Hawker-Beechcraft, A36, airplane, N314DP, was substantially damaged when it collided with terrain while maneuvering for an approach to the Wiley Post Airport (PWA), Oklahoma City, Oklahoma. The pilot, the sole occupant, was fatally injured. The airplane was registered to and operated by a private individual. An instrument flight rules (IFR) flight plan was filed for the flight that originated from the Lawton-Fort Sill Regional Airport (LAW), Lawton, Oklahoma. Night instrument meteorological conditions prevailed for the personal cross-country flight conducted under 14 Code of Federal Regulations Part 91. During the airplane's approach to PWA, the pilot reported a landing gear indicator problem to air traffic control (ATC). Several witnesses reported seeing the airplane's red lights appear from the clouds and descend rapidly before impacting the ground, and subsequently lighting the sky with a post-crash fire. PERSONNEL INFORMATION The pilot held a private certificate for airplane single-engine land and instrument rating-airplane. The pilot was issued a third class Federal Aviation Administration (FAA) medical, on April 13, 2010. On the medical application, the pilot annotated that he had accumulated a total of 1,400 flight hours with 100 hours in the previous six months. The pilot's logbooks were not made available during the course of this investigation. AIRCRAFT INFORMATION The airplane was a 1998 model, Hawker-Beechcraft Corporation, A36, which is a single-engine, low-wing airplane, with retractable, tricycle landing gear, and was configured for 6 seats. The airplane was powered by a Continental IO-550-B-AP reciprocating engine, rated at 300 horsepower. The engine was modified with a turbocharger, under an STC (Supplement Type Certificate) from Tornado Alley Turbo, Inc. The engine drove a Hartzell 3-blade constant speed propeller.					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: CEN11FA075

Occurrence Date: 11/17/2010

Occurrence Type: Accident

Narrative (Continued)

The airplane's complete maintenance records were not made available during the investigation; however, excerpts from work orders, revealed the last annual inspection was completed on May 26, 2010, with an aircraft time of 2,592.2 hours. The work orders also revealed the engine and propeller STC were installed in April, 2010. Engine oil and filter changes were conducted on July 20, 2010 and again on October 1, 2010 with an engine compression check. The airplane's engine had accumulated 71.6 hours since last overhaul.

METEOROLOGICAL

The automated weather reporting station at PWA reported at 2153, overcast clouds at 1,400 feet, 7 miles visibility, wind at 350 degrees at 19 gusting to 24 knots, a temperature of 39 degrees Fahrenheit (F), a dew point of 34 degrees F, and an altimeter setting of 30.33.

COMMUNICATIONS

As the airplane approached PWA, the pilot (N314DP) was transferred from Fort Worth Air Route Traffic Control Center (ARTCC), to the Oklahoma City approach controller.

Upon receiving a call from the pilot that he was having a gear indicator problem, ATC told the pilot to maintain an altitude of 3,000 feet and turn to a heading of 360 degrees. The pilot acknowledged the instructions; there was no further communications between the controller and the pilot. Additionally, there were no reported emergency or distress calls from the pilot.

RADAR INFORMATION

A review of the airplane's radar track showed the airplane approaching PWA from the southwest. The radar track also revealed that the airplane's attitude varied from 3,000 to 3,300 feet with gentle "S" turns, turning northeast and north as the airplane approached the airport. The data showed that at 2131:15, the airplane was at 3,200 feet heading in a northeast direction. At 2131:19 the airplane was at 3,300 feet and has turned in a northerly direction. The last radar hit at 2131:24 had the airplane at 2,600 feet heading north.

WRECKAGE AND IMPACT INFORMATION

The airplane wreckage was examined at the site on November 18-19, 2010. The airplane impacted a ditch, in a near vertical attitude. The on-site examination was conducted by the NTSB, FAA, and a technical representative from the Hawker-Beechcraft Corporation. The impact crater contained largely fragmented and burnt airplane wreckage. At the base of the crater and submerged in the mud, was the airplane's engine and 3-bladed propeller. Several small pieces were scattered in an open field near the impact area. The components; fuselage, engine, wings, and empennage, were either destroyed or heavily damage by the impact/post-crash fire. The landing gear and flaps appeared to be in their retracted (up) positions. Flight control continuity was established from each control surface to the base of the control column or rudder pedals. All major components of the airplane were accounted for on scene.

MEDICAL AND PATHOLOGICAL INFORMATION

The Board of Medicolegal Investigations, Office of the Chief Medical Examiner, Oklahoma City, Oklahoma, conducted an autopsy on the pilot. The cause of death was determined to be "multiple blunt force trauma."

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CEN11FA075	
	Occurrence Date: 11/17/2010	
	Occurrence Type: Accident	
Narrative (Continued)		
The FAA Bioaeronautical Sciences Research Laboratory, Oklahoma City, Oklahoma, performed forensic toxicology on specimens from the pilot. The report noted the following: 13 (mg/dL, mg/hg) ETHANOL detected in Muscle No ETHANOL detected in Liver The report noted: The ethanol found in this case is from sources other than ingestion. 6.575 (mg/dL, mg/hg) Butalbital detected in Liver 2.463 (mg/dL, mg/hg) Butalbital detected in Kidney Citalopram detected in Liver Citalogram detected in Kidney Cyclobenzaprine detected in Liver Cyclobenzaprine detected in Kidney N-Desmethylocitalogram detected in Liver N-Desmethylocitalogram detected in Kidney 9.682 (mg/dL, mg/hg) Tramadol detected in Liver 8.088 (mg/dL, mg/hg) Tramadol detected in Kidney Post-mortem toxicology testing indicated positive results for medications; Butalbital is a prescription barbiturate typically used for severe headaches. Citalopram is a prescription antidepressant, also known by the trade name Celexa, and often used for the treatment of psychiatric disorders. N-desmethylocitalopram is a metabolite of citalopram. Cyclobenzaprine is a prescription muscle relaxant often known by the trade name Flexeril. Tramadol (also known by the trade name Ultram) is used for the management of moderate to severe pain. TEST AND RESEARCH The aircraft wreckage was examined at the salvage yard, by the NTSB, FAA, and technical representatives from the engine STC holder, and the engine and airframe manufacturers. The engine was separated from the airframe and had heavy impact damage in all areas. Both crankcase halves were crushed aft to the number five and six cylinder attachment points. All of the cylinders had heavy impact damage on the cylinder heads, and all of the accessories were separated, except the fuel pump and starter adapter. The intake and exhaust pipes were crushed and partly missing. The crankshaft could not be rotated because of impact damage to the crankcase halves and to the rear of the engine. The propeller attachment flange was separated and the front section of the crankshaft was bent about 40 degrees just aft of the number six connecting rod journal. A visual inspection on the remainder of the crankshaft revealed that there was continuity to the rear gear drive section of the engine. The engine was absent any internal heat stress signatures. The turbocharger had heavy impact damage and the compressor section was separated from the unit. The turbine remained attached to the engine and the driveshaft would not rotate. The engine oil filter was opened and no metal particles were observed in the filter element. The oil pump was removed from the engine and disassembled. No scoring was observed on the interior of the pump case. The gears were in place and coated with oil.		
FACTUAL REPORT - AVIATION Page 1b		

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CEN11FA075	
	Occurrence Date: 11/17/2010	
	Occurrence Type: Accident	

Narrative (Continued)

The top sparkplugs on cylinders number one, three, and five, and bottom sparkplugs on cylinders two and five were removed and examined. When compared with the Champion Check-A-Plug comparison card they appeared to have "normal wear".

The fuel pump was impact damaged and had partly separated. The drive coupling housing was cracked and split open. The drive coupling was separated and one end was stuck in the fuel pump housing. No internal damage was observed.

The propeller was separated from the engine and the spinner was crushed. All three blades were loose in the hub and bent towards the non-cambered side of the blades. Two blades appear to have "S" type bending. One blade had a large impact gouge on the leading edge; the other blade had gouges all along the leading edge. The remaining blade had gouges on the trailing edge of the propeller blade.

The airplane's landing gearbox was located in the wreckage. The landing gear's electric motor had extensive thermal damage. The landing gear extension handle (alternate gear extension) was stowed in the "up" position. The gear handle was removed from the gearbox; the gearbox was manually rotated from stop-to-stop.

The examination of the engine and airframe did not reveal any pre-impact mechanical anomalies.
Updated on Mar 27 2012 12:01PM

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CEN11FA075			
		Occurrence Date: 11/17/2010			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: Unknown					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Hawker-Beechcraft Corporation		Model/Series A36		Serial Number EA-629	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 6	Certified Max Gross Wt. LBS		Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Continental	Model/Series: IO-550		Rated Power: 300 HP	
- Aircraft Inspection Information					
Type of Last Inspection Annual	Date of Last Inspection 05/2010	Time Since Last Inspection Hours		Airframe Total Time 2592 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / Unknown		ELT Operated? No		ELT Aided in Locating Accident Site? No	
Owner/Operator Information					
Registered Aircraft Owner HUGON JOHN C		Street Address 301 COMMERCE ST STE 1470			
		City FORT WORTH		State TX	Zip Code 76102-4108
Operator of Aircraft HUGON JOHN C		Street Address 301 COMMERCE ST STE 1470			
		City FORT WORTH		State TX	Zip Code 76102-4108
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					
FACTUAL REPORT - AVIATION Page 2					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CEN11FA075			
		Occurrence Date: 11/17/2010			
		Occurrence Type: Accident			
First Pilot Information					
Name		City		State	Date of Birth
On File		On File		On File	On File
					Age
					55
Sex: M	Seat Occupied: Front	Occupational Pilot?		Certificate Number: On File	
Certificate(s): Private					
Airplane Rating(s): Single-engine Land					
Rotorcraft/Glider/LTA: None					
Instrument Rating(s): Airplane					
Instructor Rating(s): None					
Current Biennial Flight Review?					
Medical Cert.: Class 3		Medical Cert. Status: Without Waivers/Limitations		Date of Last Medical Exam: 04/2010	
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night
Total Time	1400		1400		
Pilot In Command(PIC)					
Instructor					
Instruction Received					
Last 90 Days					
Last 30 Days					
Last 24 Hours					
Seatbelt Used? Unknown		Shoulder Harness Used? Unknown		Toxicology Performed? Yes	
				Second Pilot? No	
Flight Plan/Itinerary					
Type of Flight Plan Filed: IFR					
Departure Point				State	Airport Identifier
Fort Lawton-Sil				OK	LAW
					Departure Time
					2100
Destination				State	Airport Identifier
Same as Accident/Incident Location					PWA
Type of Clearance: IFR					
Type of Airspace:					
Weather Information					
Source of Wx Information:					
Flight Service Station					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: CEN11FA075		
			Occurrence Date: 11/17/2010		
			Occurrence Type: Accident		

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
KPWA	2153	CST	Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Thin Overcast				1400 Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: Overcast			Ft. AGL	Visibility: 7 SM	Altimeter: 30.33 "Hg
Temperature: 4 °C		Dew Point: 1 °C		Weather Conditions at Accident Site: Instrument Conditions	
Wind Direction: 350		Wind Speed: 19		Wind Gusts: 24	
Visibility (RVR): Ft.		Visibility (RVV) SM			
Precip and/or Obscuration: No Precipitation					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: Ground		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers						
- TOTAL ABOARD -	1				1	
Other Ground						
- GRAND TOTAL -	1				1	

--

FACTUAL REPORT - AVIATION	Page 4
---------------------------	--------

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: CEN11FA075	
	Occurrence Date: 11/17/2010	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Craig Hatch		
Additional Persons Participating in This Accident/Incident Investigation: Tim Wells FAA FSDO Oklahoma City, OK Brian Weber Hawker-Beechcraft Corporation Wichita, KS John Kent Continental Aircraft Motors Mobile, AL David Landreth Tornado Alley Turbo, Inc Ada, OK		
FACTUAL REPORT - AVIATION Page 5		